

Vision 2020 Plan: Transportation

The Vision 2020 Transportation Plan addresses high priority transportation issues throughout the Broadview-Bitter Lake-Haller Lake area. This section is broken into four subsections: Pedestrian Circulation, Bicycle Circulation, Vehicular Circulation, and Mass Transit.

Pedestrian Circulation

Vision 2020 Goals:

- The City will develop and implement a comprehensive plan to fund the design, construction, and maintenance of sidewalks that will extend on all arterial streets to the City Limits.
- All major streets will have wide sidewalks (including curbs and gutters) that separate pedestrians from vehicular **traffic**. In addition, many neighborhood streets will have sidewalks or pathways. Sidewalks will have well-maintained landscaped strips which may contain trees, groundcover, shrubs and flowers. The use of permeable sidewalk construction materials is encouraged throughout the Planning Area. The sidewalk/pathway system will be well lit with attractive light fixtures and have amenities such as benches, informational signs and kiosks, directional signs, and artwork. (See related actions in Land Use section.)
- Sidewalks will be linked with well-marked, safe, signalized pedestrian crossings. All arterial crossing points will have wheel-chair accessible curb ramps. The sidewalk network will be linked to a transportation hub. The quality, extent, and safety of the sidewalk system will make it easy for community members to walk to nearby schools, businesses, bus stops, parks, and other neighborhood focal points.
- Pedestrian crossings, possibly including overpasses and/or underpasses, will be provided at strategic points along Aurora Avenue N. (SR 99). The crossings will be safe and accessible to persons using wheel chairs, bicycles, strollers, etc. Signalized crossings will also be available on Aurora Avenue N. for those unable to negotiate overpasses or underpasses. The City will review current and proposed signalization to ensure safer crossings for the physically challenged.

Summary of issues

- ***The Broadview-Bitter Lake-Haller Lake area lacks adequate multi-modal capability (sidewalks, pedestrian and bicycle pathways, streets, crossings, and curb ramps) to support its current residential population and businesses. Streetscapes are confusing to motorists and pedestrians alike, creating a dangerous mobility environment. Increased density should not be encouraged until mobility improvements, including a comprehensive sidewalk***

network, are installed to enable residents and visitors to move safely within the planning area.

- There are currently inadequate sidewalks/pathways along both north/south and east/west streets. Where sidewalks exist, they are not continuous and are not sufficiently connected to provide pedestrian access to bus stops, schools, businesses, parks, and other neighborhood focal points. For example, some children attending Broadview-Thomson Elementary School, which serves approximately 600 children, are required to walk in very dangerous proximity to traffic along Greenwood Avenue N. to get to school.
- There is no comprehensive City policy for funding sidewalks. Reliance on new developments to provide sidewalks results in piecemeal sidewalk development, which creates “gaps” in the sidewalk network and further contributes to the hazardous pedestrian mobility environment.
- There are too few ground level crossing points on Aurora Avenue North. Where crossing points exist they are frequently dangerous and/or inaccessible to the physically challenged. For example, the only pedestrian overpass in the area, at N. 130th and Aurora Avenue N., is not accessible to the physically challenged. Surface crossings on Aurora Ave. N. need design improvements to meet ADA requirements. Not all intersections have four-way curb cuts and wheelchair ramps. The timing of pedestrian crossing signals is too short to allow for safe crossing for the elderly or physically challenged.
- There are not enough places to rest near sidewalks or pathways to area destinations, making it difficult for elderly or certain physically challenged persons to travel by foot. In addition, inadequate lighting makes such travel unsafe.
- Existing sidewalks and pathways are not maintained. Existing landscaping along some sidewalks is unkempt and deteriorating.

Policies and Actions

Policy T-1 The City will develop a comprehensive plan for designing, funding, constructing, and maintaining a primary network of concrete sidewalks, curbs, curb ramps, and gutters and, where the right-of-way allows, a planting strip, on both sides of the street linking key destinations within the community and providing a north/south and east/west network along major streets. At a minimum, all arterial streets shall be included within this network.

Action:

T-1-1 The City shall design and construct a primary network of concrete sidewalks (to include curbs, curb ramps, and gutters and planting strips) in the **Broadview-Bitter Lake-Haller Lake** planning area, based on the following prioritized list.

- Both sides of Aurora Ave. N. from **105th** to **145th**.
- Both sides of **130th** from I-5 to 3rd Ave. N.W.

- Both sides of Greenwood Ave. N. from 1 05th to 1 45th.
- Both sides of Northgate Way from Meridian Ave. N. to Greenwood Ave. N.
- Both sides of 125th from Densmore Ave. N. to 3rd Ave. NW
- Both sides of 1 15th from Meridian Ave. N. to Aurora Avenue N.
- Both sides of 3rd Ave. NW from Holman Road to N. 145th St.
- Both sides of 1st Ave. NE from 11 7th to 145th.
- Wide, permeable, sand and paver stone/brick sidewalks, concrete curbs and gutters, and curb ramps on both sides of Linden Ave. N. from 128th to 145th.
- Both sides of 3rd Ave. NE between NE 116th and the existing sidewalk at NE 1 15th.

Policy T-2 The City will establish a secondary network of footpaths (concrete, asphalt, or gravel walkways separated from the street by as much as the right-of-way allows) to link residents to the primary network, transit stops, parks and other community focal points. (See also Bicycle Circulation below.)

Actions:

- T-2-1 The City will provide footpaths based on the following prioritized list. All footpaths shall include curbing or an alternative type of barrier to separate the roadways from the pedestrian paths and prevent parking on pathways.
- Provide asphalt footpaths on both sides of 125th from 3rd Ave. NW to 8th Ave. NW.
 - Connect 124th to 115th along Stone Ave. N. with a single footpath.
 - Provide an asphalt footpath along one continuous side of Roosevelt between 1st Ave. NE and Aurora Ave. N.
 - Provide asphalt footpaths on both sides of 130th between 3rd Ave. NW and 8th Ave. NW.
 - Provide asphalt paths on both sides of the street encircling Haller Lake.
- T-2-2 The City will provide an asphalt footpath and traffic barrier along the south side of N. 1 15th connecting Meridian Ave. N., Northwest Hospital, and Aurora Ave. N. with a continuously paved footpath.
- T-2-3 The City will provide an asphalt footpath and raised traffic separation barrier along either side of Roosevelt Way between 3rd Ave. NE and Aurora Ave. N. between pavement and existing drainage ditches (traffic separation needed). Alternatively, the City will provide asphalt footpath along either side of Roosevelt Way between 3rd Ave. NE and Aurora Ave. N. outside the drainage ditches (no further traffic separation needed). Alternatively, the City will cover the existing drainage ditch along either side of Roosevelt with an asphalt footpath.

Policy T-3 To facilitate implementation of the Linden Avenue improvements described later in this Plan, the City will establish Linden Ave. N. from N. 130th to N. 145th as a Green/Key Pedestrian/Collector Arterial Street. (See Land Use, Linden Avenue Project below).

Action:

T-3-1 As part of the Interurban Greenway/Urban Trail, the City will provide sidewalks along the west side of Linden Ave. N. between 130th and 145th Ave. N., with benches, waste receptacles and landscaping for pedestrian rest stops along the way. If possible, innovative permeable surfacing would be used. (See Land Use, Linden Avenue Project).

Policy T-4 Prior to developing plans for any improvements to pedestrian circulation specified in this section, the City shall provide public notification and an opportunity to comment to interested community organizations, affected property owners, area residents and other interested organizations and individuals.

Policy T-5 The City will develop with the Seattle Public School District and local private schools a joint transportation plan to prioritize coordinated improvements in sidewalks, bicycle routes and facilities, and bus routes and facilities.

Policy T-6 The City, in conjunction with the Metropolitan King County Council, shall connect transit stops to pedestrian networks. (See Transit section below.)

Policy T-7 The City shall provide safe pedestrian crossings of arterials to establish a sidewalk network that links key community destinations.

Actions:

T-7-1 Once a sidewalk network has been agreed upon after public notification and opportunity for comment, the City shall evaluate affected crossing points and develop a prioritized list for additional crossings and/or improvements to existing crossings.

T-7-2 The City shall make indicated improvements to sidewalks and arterial pedestrian crossings and install longer “pedestrian-activated” crossing signals at the following locations, in order of priority, to ensure that all crossings meet ADA standards. (see attached map). (Please note: a “curb ramp” is a wheelchair curb cut and ramp.)

- (a) N. 130th and Aurora N.: add concrete curbs and curb ramps; **evaluate** possibility of installing ADA accessible ramps at both ends of footbridge or installing ADA accessible underpass.
- (b) N. **132nd** and Greenwood N.: Move the signal north to the actual intersection and program the signal to control movements on all approaches. Coordinate the signal with the one at 130th and Greenwood for Fire Department override, add concrete curb ramps.
- (c) N. 140th and Aurora N.: add concrete curbs with curb ramps, improve warning lighting and street striping.
- (d) N. 135th and Aurora N.: add 3 concrete curbs with curb ramps, install **east-west** curb ramp at NE corner.
- (e) 130th and 1st NE: add concrete curbs with curb ramps, re-install walk signals for school pedestrian traffic, paint stripes.
- (f) N. 130th and Meridian N.: add concrete curb with curb ramps, re-stripe.
- (g) N. 145th and Aurora N.: add curb ramps, explore feasibility of lengthening pedestrian-activated crossing times.

- (h) N. 125th and Aurora Avenue N.: add concrete curbs with curb ramps, explore feasibility of lengthening pedestrian-activated crossing times.
- (i) N. 115th and Aurora N.: add concrete curbs and curb ramps.
- (j) N. 137th and Aurora N.: add concrete curbs and curb ramps.
- (k) Explore special effects such as flush surface-mounted flashing signals at crossings on Aurora where children, elderly, or disabled persons regularly use crosswalks, especially school routes and adjacent to child-serving facilities such as the Bitter Lake Community Center, Broadview Library, and residential facilities with large elderly and/or disabled populations.

T-7-3 The City shall install an accessible ramp at the east end of the 117th St. overpass at Interstate 5.

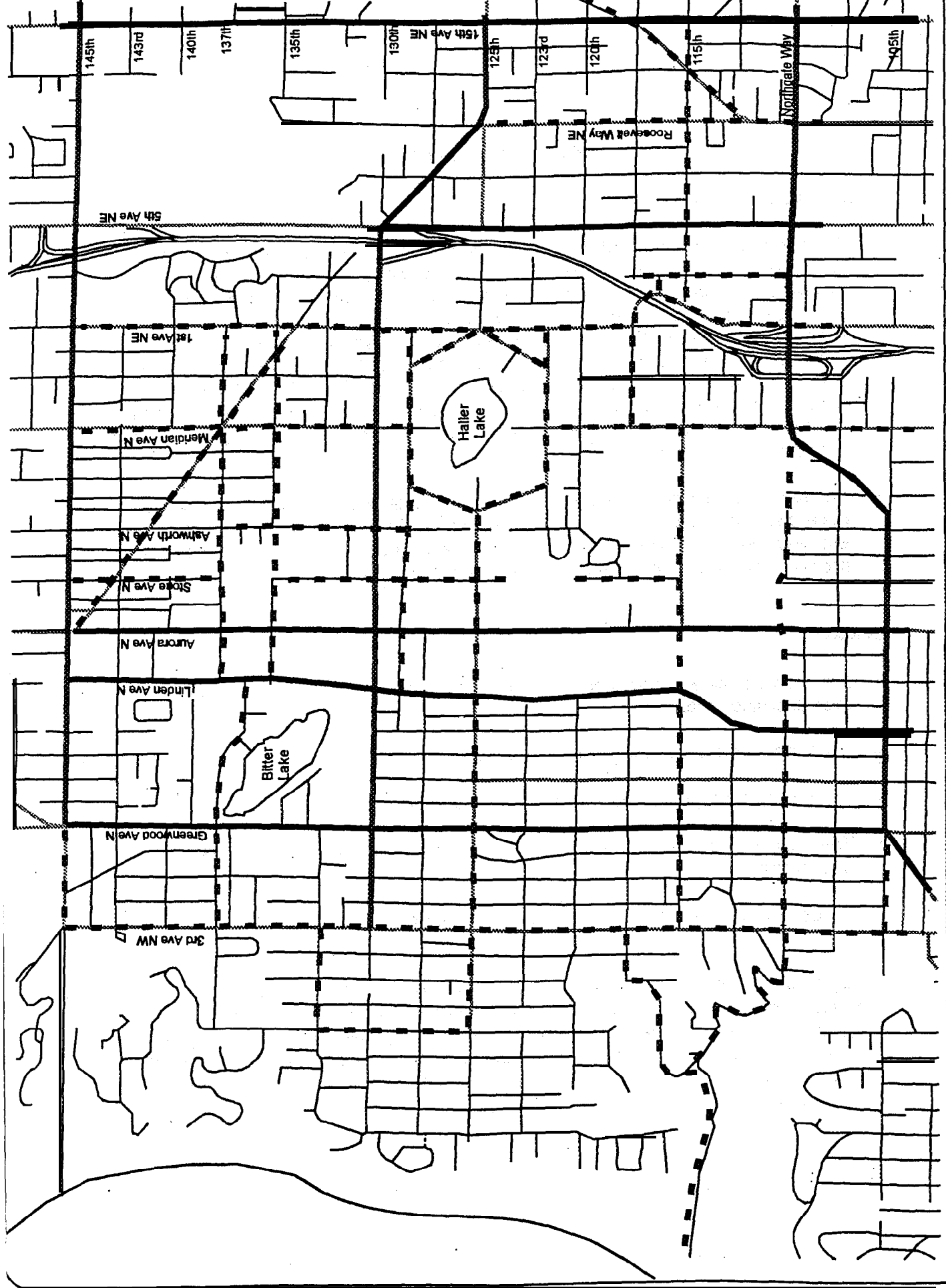
Policy T-8 The City, in conjunction with community organizations, including representatives of the Broadview and **Haller** Lake Community Councils, the Aurora Avenue Merchants Association, and other interested stewardship organizations, property and business owners, and residents, will work with the Washington State Department of Transportation to communicate neighborhood pedestrian priorities to WSDOT for inclusion in Aurora Avenue North planning efforts and advocate for such improvements. Improvements to be considered will include those mentioned above in Action T-7-2 as well as possible underpasses or overpasses at N. **130th** St, N. **140th** St. and/or N. **145th** St.

Policy T-9 The City shall establish a city-wide funding source for construction **of new** sidewalks. The City shall explore the feasibility of creating a “1% for sidewalks” impact fee assessment program to be used solely to fund citywide prioritized sidewalk construction projects.

Policy T-IO The City, in conjunction with community organizations, shall establish design and/or development standards for new development that include providing sidewalk connections to the pedestrian circulation network outlined in this Plan.

Policy **T-11** The City, in conjunction with community organizations, shall establish a public process for prioritizing sidewalk construction and maintenance projects.

Policy T-12 The City shall establish and staff a sidewalk maintenance program to work in conjunction with property and business owners, community organizations, and other interested parties to improve maintenance of sidewalks, pathways, and parkway landscaping.



Primary
Secondary

Pedestrian Circulation
Network

Broadview, Haller Lake, Bitter Lake Neighborhood Plan

Bicycle Circulation

Vision 2020's Goals:

- A network of bike paths and trails will connect residential neighborhoods in the Broadview, Bitter Lake, and **Haller** Lake neighborhoods with local schools, businesses, parks, community destinations such as the library, the pool, and the Bitter Lake Community Center, as well as with the Interurban **Greenway** trail, regional trail systems, Northgate and other nearby urban village areas. Bicycle paths will be clearly marked and separated from motorized vehicle lanes creating a safe cycling environment for cyclists of all ages. The quality of the paths and their regional connectivity will make it possible for many residents to use their bicycles for most of their transportation needs, including shopping, recreation, and getting to and from work and school.
- Adequate bicycle parking facilities will be available at all community destinations, at the transit hub and any future rapid transit stations, and selected transit stops. Bicycle racks will continue to be available on all buses and future rapid transit will provide for moving additional bicycles along with their riders.

Issues:

- It is unsafe to walk or ride a bicycle in the area due to a lack of interconnected bike trails and sidewalks.
- There are currently no bike paths in the planning area.
- There is no **signage** indicating existing bicycle routes.
- There are inadequate facilities for parking and/or storing bicycles, particularly in commercial areas.
- Buses have inadequate capacity for carrying bicycles.

Policy T-13 The City, in conjunction with community organizations, property and business owners, residents and other interested parties, will establish a network of designated bicycle streets and bicycle lanes that are integrated into the City bicycle circulation system. Making use of local properties, street easements and public **rights-of-way**, the City will create bicycle/pedestrian pathways connecting to existing bicycle street lanes and urban trails.

Actions:

- T-13-1 The City will confirm the existing bicycle circulation system and identify street segments for designation as bicycle streets, streets that have adequate right-of-way for bicycle lanes, and rights-of-way that could accommodate bicycle trails.
- T-13-2 The City will establish bicycle lanes on N. Linden Street between N. 128th St. and N. 145th St. to serve as a segment of the Interurban **Greenway** Trail system. The City will consider purchasing or granting easements on surplus City Light right-of-way parcels to add to the street right-of-way for this purpose. (See also Linden Avenue Project in Land Use section below.)
- T-93-3 The City will use existing adjacent public rights-of-way and work with local property owners to provide a continuous east-west bicycle/pedestrian **street/trail** network between Meridian Ave. N. at Northgate Way and the Interurban Trail at Linden Ave.
- (a) The City will work with community organizations, property and business owners, residents, and other interested parties to develop daytime pedestrian and bicycle access across properties on or near 110th Ave. N. between Meridian Ave. N. and the Interurban Trail at Linden Ave.
 - (b) The City will provide a paved pedestrian and bicycle path along the existing wooded 110th Ave. N. right-of-way between Meridian Ave. N. and **Ashworth** Ave. N. The City will provide fencing for neighbors along the right-of-way.
 - (c) The City will provide an asphalt path along the N. 1 **10th** right-of-way between Aurora Ave. N. and North Park Ave. N.
 - (d) The City will remove ADA, pedestrian, and bicycle impediments on Aurora at or near 1 **10th** Ave. N.
- T-I 3-4** The City will use existing public rights-of-way to establish separate bicycle/pedestrian pathways along the following routes:
- (a) The Interurban Trail (from **105th** Ave. N. to **145th** Ave. N.) following the City Light right-of-way and then north along Linden Avenue N., to include a separate bike lane or curbing barrier along Linden Ave. N. from **128th** to **145th**.
 - (b) Roosevelt Way (either side) from **3rd** Ave. NE (North Acres Park) to **145th** and Aurora Ave. N., (post office and transportation focal point), to include curbing or existing drainage ditches as a traffic barrier.
 - (c) 135th Ave. N. between **Ashworth** (Ingraham High School) and Stone Ave. N. (existing paved segment to existing signalized Aurora crossing). This segment would complete a Meridian Avenue to Aurora Avenue pedestrian/bicycle route.
 - (d) N. **143rd** between Linden Ave. N. and Greenwood Ave. N.

(e) Between 3rd N.W. and the entrance to Carkeek Park along the existing east-west right-of-way south of N.W. 1 13th Place.

Policy **T-14** The City will separate all bicycle and bicycle/pedestrian paths along road shoulders with landscaping, trees, shrubs, or other vehicle barriers including drainage ditches, curbs, and parking.

Policy T-15 The City, in conjunction with community organizations, property and business owners, and other interested parties, will provide adequate bicycle parking and storage facilities at community destinations and transit stops.

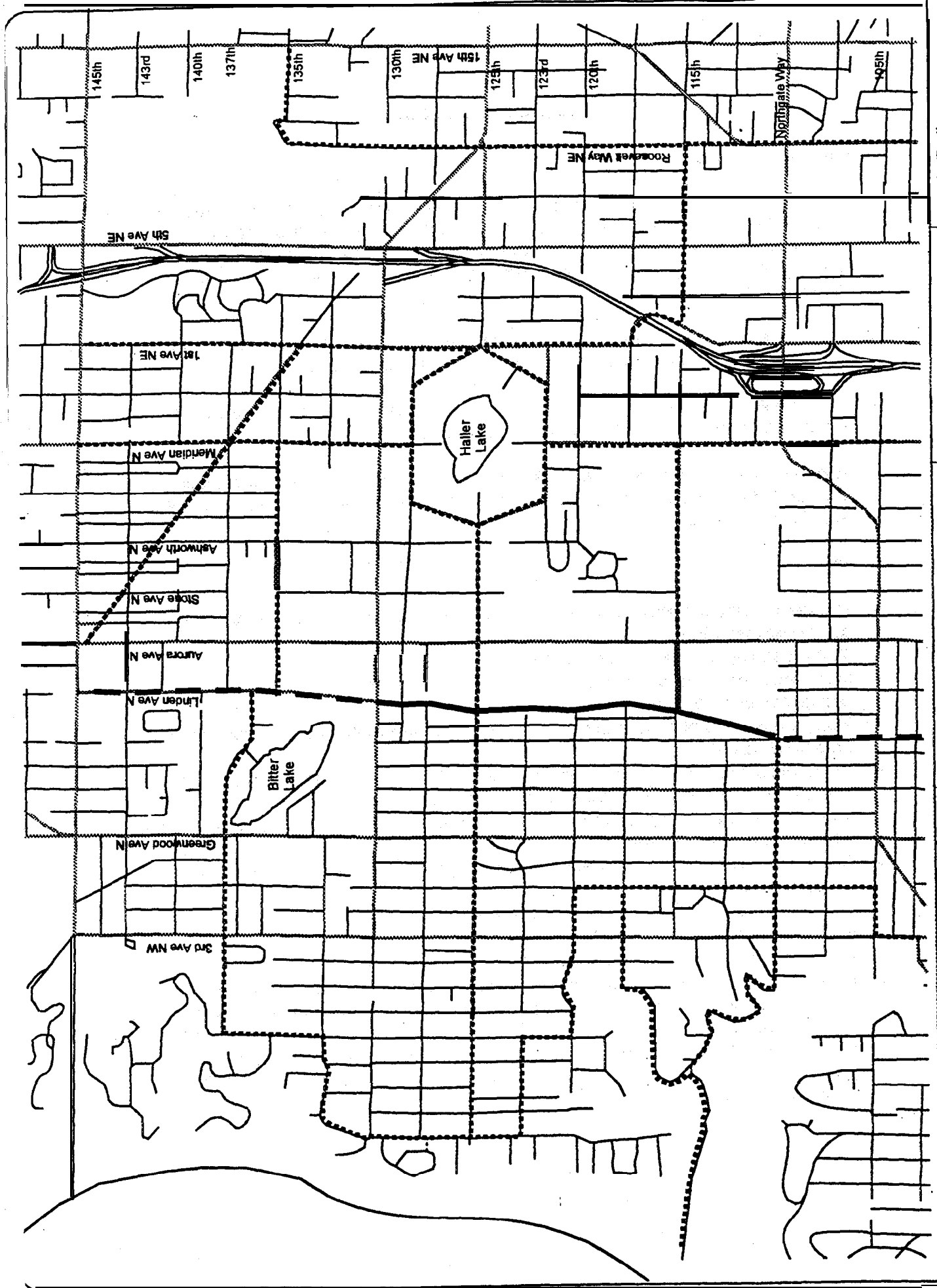
Actions:

T-15-q The City, in conjunction with community organizations, businesses, and interested individuals, will inspect area businesses to ensure that Code requirements for bicycle parking are met and request compliance where indicated.

T-15-2 The City, in conjunction with community organizations and interested individuals, will inspect bicycle parking and storage facilities at public destinations and request additional facilities where supply does not meet the demand.

T-1 5-3 The City, in conjunction with community organizations and interested individuals, will identify long-term bicycle parking and storage requirements at key transit transfer points or other areas of high demand and install bicycle storage lockers as appropriate.

Policy **T-16** Prior to developing plans for any improvements to bicycle circulation specified in this section, the City shall provide public notification and an opportunity to comment to interested community organizations, affected property owners, area residents and other interested organizations and individuals.



Bicycle Trails
Bicycle Lanes
Bicycle Streets

Bicycle Circulation
Network

Broadview, Haller Lake, Bitter Lake Neighborhood Plan

Vehicular Circulation

Vision 2020's Goals:

- Major north/south transportation corridors will carry traffic through the **Broadview-Bitter Lake-Haller Lake** area quickly and efficiently. Intersections will be signalized to maximize efficiency for north/south travelers, facilitate area residents and shoppers entering and leaving the major north/south corridors, and provide safe crossings for pedestrians.
- A network of east/west arterials will enable residents to reach their neighborhoods with minimal need to use smaller residential streets for through traffic.
- Appropriate traffic calming devices will be used to ensure that residential streets remain quiet and safe. Traffic noise will be minimized.
- Business driveway accesses along Aurora Avenue N. will be clustered to minimize the number of driveways directly entering the highway and to provide efficient and safe flows of traffic.

Issues:

- Residential side streets are impacted by through traffic as drivers seek to avoid congestion on arterials.
- Traffic calming devices are non-existent.
- Numerous vehicle turn in/outs on Aurora Ave. N. slow traffic in the HOV (high occupancy vehicle) lanes.
- Many streets do not have traffic signals, and existing signals are not coordinated in an optimal fashion.
- Commercial loading zones conflict with the Plan's vision of pedestrian-oriented access and activities along Linden and Stone Avenues.
- 130th is used as two lanes in the east-west direction despite being designed for one lane of traffic in each direction.
- Several streets function as "speed zones" and present hazards to vehicular and pedestrian traffic:
 - 130th Ave. N. from I-5 to Greenwood Ave. N.
 - Meridian Ave. N. from 130th to 145th.
 - **143rd** between Linden Ave. N. and Greenwood Ave. N.
- Lack of enforcement of parallel parking requirements on **143rd** between Linden and Greenwood Aves. N. presents a dangerous situation, with pedestrians forced to walk in the street.
- City trucks and trailers en route to and from the Haller Lake North Shops often block both lanes of traffic on **130th** when entering or leaving the intersection at **130th** and Stone Ave. N.

Policy T-17 The City will develop an arterial transportation system that effectively carries current and projected volumes at an acceptable level of service.

Actions:

T-17-1 The City, in conjunction with community organizations, property and business owners, residents, and other interested parties, will identify constrictions on arterial streets that inhibit optimum traffic flow and recommend and implement solutions as required.

T-17-2 The City, using increased enforcement and appropriate traffic calming measures, shall design and implement measures to slow traffic on arterials to existing posted limits.

Policy T-18 The City will make improvements to vehicular circulation on Aurora Ave. N.

Actions:

T-18-1 The City will coordinate signalization on Aurora Ave. N. and intersecting arterials.

T-18-2 The City will enforce all peak hour on-street no parking zones.

T-18-3 In conjunction with WSDOT planning for SR 99, the City will work with community organizations, including the Aurora Avenue Merchants Association, property and business owners, area residents, and interested individuals to identify priorities for limiting or consolidating access driveways along Aurora Ave. N.

Policy T-19 The City will make improvements to vehicular circulation on N. 130th St.

Actions:

T-19-1 The City, in conjunction with community organizations, property owners and business owners, residents, and other interested parties, will review the history of this street, which was originally designed to permit one lane of traffic in each direction but has since begun to operate as two lanes of traffic in each direction. These parties will confirm the current status of the street and explore the road design to meet current and future expectations, including the possibility of the street operating as a three-lane street, the possibility of it becoming a state route (because it connects two state routes), and the possibility of allowing on-street parking during non-peak hours, except near intersections.

T-19-2 The City shall increase its speed limit enforcement on N. 130th St., especially from I-5 to Greenwood Ave. N.

T-19-3 In conjunction with the review mentioned above, the parties shall consider installing separate left turn lanes on all approaches at the following intersections:

- 130th & 1st NE

- 130th and Meridian Ave. N.
- 130th and Stone Ave. N.

T-I 9-4 The City shall install synchronized signals along 130th keyed to the 130th and Aurora traffic signal. This signalization would allow 30 mph timed continuous traffic flows westbound in the PM and eastbound in the AM (Note: Existing peak hour directional volumes on this segment of N. 130th Street are relatively balanced).

T-19-5 The City shall plant and maintain street trees along N. 130th between Interstate 5 and Greenwood Avenue N.

Policy T-20 The City will make improvements to vehicular circulation on Greenwood Avenue N.

Actions:

T-20-1 The City will provide sidewalks, planting strips, curbs, gutters, parking and two travel lanes in each direction between N. 105th St. and N. 145th St.

T-20-2 The City, in conjunction with community organizations, property owners, residents, and other interested parties, will review the current status of the street and explore the road design to meet current and future expectations, including the possibility of providing left turn pockets on Greenwood, of using the 90 ft. right-of-way to **provide four** travel lanes, parallel parking on both sides, and 5 1/2 ft. bicycle lanes on both sides of the street; and prohibiting parking near intersections to provide additional width for left turn pockets.

T-20-3 The City shall modify the pedestrian signal on Greenwood Ave. N. at N. 132nd St. to coordinate it with the existing signal and N. 130th St. and add concrete curbs with curb ramps.

T-20-4 Fire trucks leaving the station on 130th and traveling north on Greenwood have difficulty making a left turn onto westbound N. 132nd St. because of blocking vehicle queues from the N. 130th St. signal. As a temporary measure, the City shall consider installing "**Do Not Block Intersection**" signs at N. 132nd St.

T-20-5 The City shall remove the existing pedestrian crossing south of **132nd** and install a pedestrian-activated full 3-way signalized crossing at the intersection of 132nd and Greenwood (Broadview-Thomson School) and coordinate it with the main traffic signal at 130th and Greenwood to stop southbound traffic during an emergency call before it can back up and block this intersection.

T-20-6 The City shall confirm the synchronization of traffic signals on Greenwood Avenue N.

Policy T-21 The City will make improvements to vehicular circulation on Linden Avenue N. (see also Land Use Section Linden Avenue Project)

Actions:

T-21-1 The City will reclassify Linden Ave. N. between 130th and 145th Ave. N. as a collector arterial and designate the same segment as a key pedestrian street.

T-21-2 The City will recommend and implement intersection improvements at N. 145th and Linden Ave. N.

T-21 -3 The City will designate Linden Avenue N. between 130th and 145th Ave. N. as a Green Street or, if this is not possible because of its status as an arterial, use comparable means to achieve the “greening” of this segment. (See Land Use, Linden Avenue Project, below.)

Policy T-22 The City will make improvements to vehicular circulation on Meridian Ave. N.

Actions:

T-22-1 The City shall recommend and implement appropriate traffic calming for Meridian Ave. N. and provide speed limit enforcement along Meridian Ave. N., especially from 130th to 145th.

T-22-2 The City will work with community organizations, property owners, residents, and other interested parties to evaluate the need for sidewalks, curbs, gutters or alternatively, asphalt pathways on both sides of Meridian Ave. N.

Policy T-23 The City shall study, recommend, design, and implement **traffic calming** measures for **143rd** Street between Linden Avenue N. and Greenwood Avenue N.

Policy T-24 The City, in conjunction with community organizations, property and business owners, residents, and other interested parties, will study and implement ways to protect residential areas from through traffic.

Actions:

T-24-1 The City, in conjunction with community organizations, property owners, residents, and other interested parties, will identify residential areas affected by unacceptable levels of through traffic, study all potential options, and recommend City-approved traffic calming devices to reduce impacts.

T-24-2 The City will add effective traffic control devices to slow down traffic in residential areas and control speeds on **arterials**.

Policy T-25 Prior to developing plans for any improvements to vehicular circulation specified in this section, the City shall provide public notification and an opportunity to comment to interested community organizations, affected property owners, area residents and other interested organizations and individuals.

Transit

Vision 2020's Goal:

Residents of the Broadview-Bitter Lake-Haller Lake area will be able to walk short distances to bus stops where they can catch a bus that will take them downtown and to other Seattle neighborhoods. The travel time will be short, making traveling by bus attractive for many residents. A network of local buses will connect the area to other surrounding communities such as Northgate, Ballard, and Lake City. These local buses will make it easy for residents to take advantage of light rail (Sound Transit), monorail (ETC) and regional bus transportation opportunities through a transportation center hub that will be located at a convenient location within the Hub Urban Village. On-site connections to the Light Rail and Monorail mass transit systems will be provided for in the neighborhoods.

Policy T-26: The City, in conjunction with Metro, will improve transit stop environments.

Actions:

T-26-1 The City, in conjunction with Metro, will provide shelters, benches, lighting, curb ramps and wheelchair pads, litter receptacles and updated schedules at transit stops to improve use of the current bus system.

Initial Location List

- 130th and Meridian (Ingraham High School)
- 130th and Aurora (Transfer Point)
- 130th and Greenwood (Library)
- 130th and 15th Ave. NE (Transfer Point)
- 130th and 5th Ave. NE (Transfer Point)
- 130th and Linden Ave. N. (Community Center)
- 145th between Linden and Aurora (Post Office and future Monorail stop)
- 105th and Aurora (Transfer Point)
- 115th and Meridian (Northwest Hospital)

T-26-2 The City, in conjunction with Metro and community organizations, will develop transit shelter art projects.

Policy T-27 The City, in conjunction with community organizations, property and business owners, area residents, and other interested parties, will explore the feasibility and support the development of monorail stops at 125th and Greenwood N. and/or 143rd and Linden Avenue N. as the ETC develops.

Policy T-28 The City, in conjunction with community organizations, property and business owners, area residents, and other interested parties, will explore the feasibility of creating a Transit Center on or near Aurora Avenue North that would serve as a link to the Northgate and Aurora Village Transit Centers.

Actions:

T-28-1 The City, in conjunction with Metro, will develop an accessible transit center within the Hub Urban Village.

T-28-2 The City will request that Metro develop regular circulating shuttle service from the Hub Urban Village transit center to Sound Transit's proposed Northgate Light Rail Station and Metro's Transit Station.

T-28-3 The City, in conjunction with Metro and community organizations, property and business owners, residents, and other interested parties, will conduct regular reviews of service needs along existing routes and support increased service on existing routes.

Policy T-29 The City will provide sidewalks linking all transit stops with the primary sidewalk network. (See Pedestrian Circulation above.)

Policy T-30 The City will work with local community organizations, including the Aurora Avenue Merchants Association, property and business owners, residents, and other interested parties to ensure that local businesses are accessible by auto, bus, bike and foot.

Policy T-31 Prior to developing plans for any improvements to mass transit and/ or establishment of a transit hub, the City shall provide public **notification** and an opportunity to comment to interested community organizations, affected property owners, area residents and other interested organizations and individuals.